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THE VOICE OF CONTROL LINE  
AEROMODELLERS FROM  
AROUND AUSTRALIA

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Number 107



Produced by the Victorian Control Line Advisory Committee

February 2007  
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**Copy Deadline for next issue is:  
Wednesday February 14th 2007  
PRODUCTION SPECIFICATIONS**

Please remember when submitting copy that if you have access to a PC, or suitable typewriter you can save me retyping by giving me your items pretyped, and please use a good black ribbon for best reproduction. **Best of all is to send it on a 3.5" disk as a Windows Write, Word for Windows, or as an ASCII TEXT FILE or use Email**

Contest results should be tab delimited, ie use a single tab between each column of results, if submitted by disk or email. This makes formatting much easier on the editor.

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## COMING EVENTS



## COMING EVENTS



### C.L.A.S. (NEW SOUTH WALES) CONTEST CALENDAR 2006

#### VICTORIAN CONTROL LINE CONTEST CALENDAR 2006/2007

FEB 11	<b>FAI &amp; Combined Speed, 1/2A Combat, Goodyear.</b>	CLAMF
FEB 25	Class 2 Team race, Bendix, Simple Goodyear, Hand Launch Glider.	KMAC
MAR 11	<b>FAI Team race, Mini Goodyear,</b> Vintage Combat.	CLAMF
MAR 25	Vintage A Team race, Classic B Team race.	KMAC
APRIL 6,7,	VMAA Control Line State Championships	CLAMF
APRIL 8	VMAA Control Line State Championships	KMAC
APRIL 9	VMAA Control Line State Championships	CLAMF

Events will be flown in order of printing.

Events in **Bold type** will be flown over hard surface

**CLAMF** Frankston Flying Field, Wells Rd, Seaford (Melway 97J10), 10.30am start

Events conducted by CLAMF at the KMAC Field (Melway 72 K9) 10.00am start.

Contact :- G. Wilson (03) 9786 8153,

**KMAC** Stud Rd . Knoxfield (opposite Caribbean Gardens) (Melway 72 K9) 10.00am start

Contact :- Peter O'Keeffe (03) 9753 3442 [kmac@aanet.com.au](mailto:kmac@aanet.com.au)

**CLAG** Contact :- Graham Keene (03) 51924485

Details of venues can be found on web site [www.clagonline.org.au/home.htm](http://www.clagonline.org.au/home.htm)

**NOTE** - All events at KMAC except Aerobatic events to be run by CLAMF & DAC members  
The third Sunday of each month is the regular "**Brimbank Club Day**"

### CLASII CALENDAR 2006/2007

Flying has continued on Saturdays at the Leichhardt Park flying site ( UBD Map 232 R1)

John D. Taylor,  
Secretary/Treasurer CLASII (Ipswich, Queensland)  
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DATE	CLUB	EVENT
Feb 4	SAT(Kelso Park)	F2B Aerobatics
Feb 11	KMFC	Racing Practice Day
Feb 18	KMFCF2B	Aerobatics and Novice Stunt.
Feb 24	KMFC	Club Stunt (Novice)
Feb 25	Doonside. Venue TBA.	F2B Aerobatics
Mar 3/4	MDMAS. (Mitchell Hill Fields, Muswellbrook)	2007. HUNTER VALLEY CHAMPIONSHIPS
Mar 11	KMFC	Competition Practice and Club Racing
Mar 11	Werrington. Venue TBA.	F2B Aerobatics and Classic Stunt
Mar 10/12	MASA. Venue TBA. S.A.	C/L State Championships. (Adelaide Cup Weekend).
Mar 25	SSME	Phantom, Vintage A, Vintage 1/2A and Bendix 1.6cc Combat and Slow Combat
Apr 1	KMFC	CLUB STUNT (Novice)
Apr 21	KMFC	CLUB STUNT (Novice)
May 19/20	MDMAS. (Mitchell Hill Fields Muswellbrook)	VETERANS' GATHERING
May 27	SSME	F2B Aerobatics
Jun 3	KMFC	Palmer/Aldrich Classic Stunt and CLUB STUNT (Novice)
Jun 9,10,11	CLAS. Venue to be confirmed.	CLAS. NSW C/L STATE CHAMPIONSHIPS
Jul 8	KMFCAGM,	2.5 Stunt, Club Racing and Slow Combat
Aug 5	KMFC	F2B Aerobatics and Novice Stunt.
Aug 11	KMFC	CLUB STUNT (Novice)
Aug 26	SSME	Slow Combat (Bonus points for WW2 Style model).
Sep 9	KMFC	Classic Stunt, Vintage Stunt, Club Racing, Slow Combat, SWAP MEET
Sep 29	KMFC	CLUB STUNT (Novice)
Sep 30	SSME	F2B Aerobatics
Oct 14	KMFC	Gordon Burford Day, Club Racing
Oct 28	SSME	Phantom, Vintage A, Bendix T/R, Vintage 1/2A
Nov 3	KMFC	CLUB STUNT (Novice)
Nov 4	SAT (Kelso Park)	F2B Aerobatics
Nov 11	KMFC	Vintage T/R, 1/2 A, A and B.

Nov 18	NACA (Gateshead H.S.) Classic Stunt & Cardinal Stunt. (I.Smith Ph:024975 2292)
Nov 25	KMFC 1.6 and Slow Combat, Club Racing
Dec 2	Doonside. Venue TBA F2B Aerobatics
Dec 9	KMFC Christmas Party and Fun Fly
Jan.2008	CLAS. (Details to be advised) CLAS. CITY OF SYDNEY CHAMPIONSHIPS
DOONSIDE -	(Doonside Model Flying Club) - Kelso Park North, Panania.
KMFC -	(Ku-ring-gai Model Flying Club) - St. Ives Showground, Mona Vale Rd, St. Ives.
NACA -	(Northern Area Contest Aeromodellers) - Gateshead H.S., Pacific Hwy, Gateshead.
REMAC -	(Ryde Epping Model Aero Club) - Peter Board HS, Wicks Rd, North Ryde.
SAT-	(Sydney Aeromodeling Team) - Kelso Park North, Henry Lawson Dr. Panania.
SSME -	(Sydney Society of Model Engineers) - Model Park, Luddenham Rd, Luddenham.
WMFC -	(Werrington Model Flying Club) - Entrance to flying site @cnr. Landers & Walker Sts, Werrington.
MDMAS -	(Muswellbrook District Model Aero Sports Inc.) - Mitchell Hill Field, New England Hwy, Muswellbrook
COMSOA -	(City of Maitland Society of Aeromodellers) Raymond Terrace Rd, Metford.

### Western Australia 2007 Control Line Calendar

Date	Club	Event
Feb 18 2pm	CLAW	CLAW race day F2C & F2F
Mar 17 2pm	CLAW	CLAW race day F2C & F2F
<b>Mar 31 11am</b>	<b>CLAW</b>	<b>Goodyear, Classic B, Bendix</b>
Apr 15 2pm	CLAW	CLAW race day F2C & F2F
Apr 21 1pm	Lumen Christi	Tarmac Stunt
May 5 1pm	Lumen Christi?	Vintage Combat
May 19 2pm	CLAW	CLAW race day F2C & F2F
<b>May 26 1pm</b>	<b>Lumen Christi</b>	<b>F2B Aerobatics</b>
Jun 9 2pm	CLAW	CLAW race day F2C & F2F
<b>Jun 30 10am</b>	<b>CLAW</b>	<b>F2C rnd 1,2,3. F2F</b>
<b>Jul 1 10am</b>	<b>CLAW</b>	<b>F2C rnd 4 &amp; final, Vintage A</b>
Jul 14 1pm	Lumen Christi	Vintage Stunt
Jul 22 2pm	CLAW	CLAW race day F2C & F2F
Aug 12 2pm	CLAW	CLAW race day F2C & F2F
Sep 1 12pm	Lumen Christi	The Tarmac Day

Events listed in normal type are Club events.

Events listed in **bold** type are State events.

Contact Trevor Letchford for further information.

ph - 089 342 2625 mob - 0439 956 846

## REPORT: Monty Tyrrell Classic Stunt Competition – Nov 26<sup>th</sup> 2006



## NOBLERS, NOBLERS... One, Two, Three!!!

This will be a brief outline of happenings... this scribe spent much of the day chatting with many of the visitors and potential club-members and wasn't able to give full attention to a detailed report. The temperature in Melbourne on the Sunday was forecast to be up to the mid 20's and expected to be a pleasant day for flying... except the forecast was also for increasing afternoon sea breezes. So once again the competitors who assembled at 9.50am for the Pilots' Briefing were in for yet another competition with moderate to strong winds as a contributing factor to their success or otherwise. The grass had been mown a couple of days prior and the grounds looked very neat indeed.

The Contest Director and other KMAC officials had planned to improve the flow of the event by setting up a Marshalling Area in which the next 3 competitors would set their models just prior to being called up for their flight. After the flight, the competitor would then move back to the separate Pit Area with all the other models in the competition.

At the briefing, CD Peter Rowland spoke about the format of the competition in addition to other relevant details. Ken Donnelly was our designated Marshalling Official and did a great job of calling up the next competitor to the marshalling area in readiness for their flight and adjusting the display board showing the competitors' order of flight to indicate the progress for that particular round.

Although there were only 7 competitors for this year's Monty Tyrrell Classic Stunt competition, this format makes the event flow smoothly and quickly so it will be adopted as a regular system at future KMAC competitions. The 3 rounds of competition were completed by 1pm and scores totalled up ready for the presentation in the KMAC pavilion soon after, while everyone was having lunch. Roger Virgo brought along the CLAMF food caravan for this event and provided a range of hot food and cold drinks for everyone throughout the day.

The wind was a bother throughout the day. Mark Ellins was one of a number of flyers who had some trouble with the wind which was compounded by a slightly richer (Fox 35) engine run than he would have liked considering the condition. Mark, a couple of times, had to quickly move to one side, even stepping off the concrete pad in the centre of the circle to enable him to regain control over his Gieseke Nobler. In fact, everyone had a few 'moments' with their models at various times during their flights and it goes to show that even expert flyers experience difficulty at times.

Dave Nobes showed great skill and control over the wind by taking out a very commendable 4<sup>th</sup> place in the competition. He and his model, a Shark 45 with OS LA 46 in the nose, handled the wind very well considering the circumstances

and his competition results are reflecting a consistent improvement in his flying skills. PJ was once again flying his Stalker 61 powered Nobler which took him into second place at the end of the contest. In fact, Noblers took out the first three placings of the competition and were the preferred model for 4 of the 7 competitors. Not bad for a design that originated way back in the very early 1950's. Doug Grinham's winning Nobler (Double Star 40 engine) has been around a little while, but always looks pristine and up to Doug's impeccable standard of finish. Third placegetter, Craig Hemsworth, showed off his excellent building skills as demonstrated in his Nobler (Fox 35 power) with its translucent finish that shows his fastidious and very skilled attention to detail in the building process.

John Hallowell flew his Tucker Special with OS 35 engine while Dave Lacey flew his Phoenician with OS 40 in the first round and continued the next two rounds with his Jamison Special (OS Max 1-35 engine).



Craig Hemsworth Doug Grinham P J Rowland

The Monty Tyrell Classic Stunt Competition is conducted each year around this time in memory of Monty Tyrell, a very skilled aeromodeller and past member of KMAC, who was held in high regard as one of the early pioneers of the hobby/sport in Australia. The event is for Classic stunt designs up to the end of 1965 to encourage flyers to build models from this era so that we will continue to see these fine examples flying in a competitive context at KMAC.

Judges were alternated for each round of the competition so that they were only required for 2 out of the three rounds. Andrew Frith and Kim Laughton judged Round 1. Kim and Craig Yeoman judged Round 2 while Andrew and Craig took over the chairs and clipboards for Round 3. The three judges have always given their time freely to judge stunt competitions at KMAC and their expertise is greatly appreciated by all flyers and administrators alike.

Score Tabulator was Frank McPherson who once again focussed his energies on calculating the scores for each competitor and updating the leader board.

May I take the opportunity to thank our Scores Tabulator, Frank McPherson, as well as Contest Director, Peter Rowland and our Competition Judges, Andrew Frith, Craig Yeoman and Kim Laughton for their offering their time, energy and skills in making this event run smoothly and successfully.

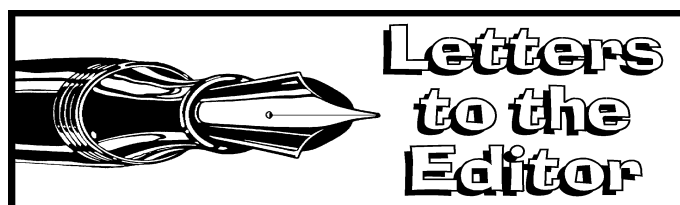
Additional entertainment was provided later in the

afternoon, after trophy and award presentations had been completed, by new KMAC member Lars Carlsson, who has recently come to us from New Zealand. He demonstrated his very competent flying skill by taking to the air with his Brodak Bi-Slob and doing a few tricks that only a Bi-Slob can do. This model is a biplane design from the fifties and was powered by a Fox 35. Lars presented onlookers with a range of tricks that defied belief, beginning with the very unorthodox take-off in which the model jumped into the air and immediately went inverted, through to ultra tight inside and outside loops. Lars then went on to demonstrate the famous 'dancing' or hover manoeuvre, for which this model is famous.

#### Final Placings and Scores for the 2006 Monty Tyrell Stunt Competition:

FIRST	Doug Grinham	593.25
SECOND	PJ Rowland	569.25
THIRD	Craig Hemsworth	559
FOURTH	Dave Nobes	557.5
FIFTH	John Hallowell	460.87
SIXTH	Mark Ellins	450.25
SEVENTH	Dave Lacey	424.62

Peter O'Keeffe / KMAC – Knox, Victoria



#### Postcard from Albury

Dear Editor,

*The Qld Contingent to the 60th Nats all had, I believe, a very memorable and enjoyable time. However, I'm certain that I speak for everyone, including those that might only know you as ACL News Editor, that your attendance would have made such a great occasion much better. We all wish you a speedy recovery and I've added some details that hopefully will anaesthetize a little of the pain of your condition as well as the disappointment of not being able to travel to Albury. Anyway, to the specifics:*

*Fellow "Team Cardiac" member, my wife Lynette, was I believe that top money earner, taking around \$1600 from the Albury pubs and clubs. Team "Red Baron" (Pauline and Rob Edgerton, Rod Smith, Rob Owen & Cheryl, Peter Wallace, Lyn and myself) and "Team Snoopy" (the above minus Rob, Cheryl and Pete) won both trivia nights at the Astor Hotel and \$100. Not bad for amateurs, eh?*

*With the "Filthy Lucre" now out of the way, it's time to rave about young McDermott's efforts. Trent won Junior Combat with a very polished and mature performance in all his bouts. A rather surprised Ryan Comiskey managed to turn the tables in Junior Rat, flying Murray Wilson's models. Impressions from his other events were a pressure leak in Goodyear, a reasonable time in Classic B, engine problems preventing a good heat time in Bendix but some superb bouts in Open and Vintage Combat. What a difference six months can make.*

*Mark placed fifth in Goodyear but won Classic B after finishing in a finals place last time at Albury. I didn't pay*

much attention to Toy Team Race (Vintage A) so don't know how he went apart from breaking a wing. (I was recovering from F2Ditis?) He had some terrific bouts in both open and vintage combat, unfortunately, losing some models without being a top placegetter, I believe.

Over the years for his consistency and versatility, I've always rated Mellins the best all round pitman I've seen. (and Chris Lambert the best in F2D). Although John Taylor must be pushing 70, he must be incredibly good value for money as a pitman. He also flew to second in jet (combined speed?) as well as pitting Trent's racers.

Former "Team Geriatric" member, (with Warren Shurmer) Peter Morandini temporarily joined Rod Smith and myself in "Team Arthritic" (all over 60!) for Classic B when Rod's regular finger Michael Crawley couldn't come back from Melbourne. Unfortunately Rod was flying and despite the advice of lap counter Keith Baddock, I think both Pete and I were wetting the engine a bit too much and had to flick awhile before it would restart. It only started to go on the last tank of the second heat and I reckon if we had had another heat we could have given the rest a bit of a shake as I'd timed it in low 16s/7 some time ago. Anyway Peter placed third in Jet and went so well that some guy offered to buy it!

Rod finished equal fourth in F2D and could have won with a bit more luck. He was burnt helping Mark in Open and had to go for treatment. He had lucked out of Vintage with too many pit crew on one occasion and engine ingestion of the F2D type streamer on the other knocked him out. He subsequently spend a fair bit of the time with Steve Rothwell and ironed out most of his toy team race problems with the Dimple Dumpling which had suddenly gone 4 secs/10 slower at Albury!

Rob Edgerton wowed the F2B guys with his coal fired (electric) "Nobler". Even professional ginger beer Pete Norrie left F2D for a while to have a looksee and natter. Being superbly prepared as he invariably is, Robbie had to choose from one battery pack that sent him overtime and one that lost too much power for the overhead eights and clover manoeuvres. In the end he would run it for some time before signalling a start and despite a tail heavy looking inverted was quite impressive. Unfortunately, towards the end of the second round he tried a subterranean manoeuvre and so spent the next two days repairing it to fly in the fourth round. Despite all this he finished in quite a respectable position for such a pioneering effort.

This of course left him little time to finish off his ironmongers and make up lines. Nevertheless our 1963 Qld Combat Champion amongst other things was the only local first round winner although very possibly this was helped by the generosity of opponent Matt Shears and Pitman Ken Maier in sorting out the line tangle and letting us put Robbie up again when matt's model clearly couldn't fly again. All in all the locals didn't do too badly in our first Vintage comp. Our Slowie 2 1/2s were as good as the majority with only a couple of the modified Ollies a touch faster. Peter Wallace and Michael Crawley both left the scene after F2D and it's all a bit fuzzy how they went but I suspect that they mightn't have had many wins. Peter lent his models and gear before leaving so that Trent could give

Open a shake.

Anyway, if I've managed to bore you witless by now, skip the rest as it's only about yours truly. Although I went to try to win Open Combat, I didn't want to go for just one event. And not knowing anything about Vintage (or even really not wanting to know) acquired four F2D setups months ago. Practice was spent trying to overcome fairly severe dizziness that now seems to hit me halfway through a bout and my only crash in half a dozen cautious flights cost a prop and a couple of inches of fibreglass tape, so I was ready as I could be.

First bout with Michael Comiskey Jnr and it all came back. Boy are those Cyclon Powered Wiko models the perfect combat weapons, in and out of line tangles like a champ - almost mind controlled! When Michael took all my streamer I could see a win in sight. Alas the spirit was willing but the body couldn't keep up and despite getting one small cut out, both my models went in for a loss. I can't even remember who I flew for the second loss and was totally wiped out with cramps and arthritis that night and the following day or so. Open ended with memories of almost garrotting winner Ian Almira after catching my lines on his helmet, attacking Ken Maier's elbow with my face and Murray Wilson showing his great respect for the aged and infirm by allowing me an easy win.

With everyone on my back I stayed for and entered Vintage and borrowed back the couple of Razor Blades I had lent to Rod and Mark as third models (thanks again for the plan). Well, with everything packed and ready to go, I was cleaning my specs when the titanium frames snapped and I then remembered I hadn't brought my spares that I always take away. Figuring that I had beaten Grant Potter years ago after they had been knocked off and trodden flat, I went to the field and set up in a blur, while my very good wife toured Albury for optometrists. Luckily they arrived just as my first bout started and could be held in the right place even if the fit was awful. After a bit of slowie type fun, the first bout finished with a blown plug even though Murray's lines broke on the streamer string! The second against Matt S was going well until dizziness and the loss of engine bolts kept me grounded.

As I mentioned earlier, our plain bearing slow motors on suction matched the best of the pack and our models were competitive despite it being our first time. They don't fly as well as our 2.5cc slows and upwind line tension is less with less weight, wing area, and line rake.

As I wrote after ACLN published the WA rules, from an organiser's viewpoint running on average 130 bouts a year, I personally would like the dynamics aligned with all the other classes we fly. I'd also like to see some of the current safety rules included. Line dia is ok as lightweight laystrate is stronger than that .015" stainless muck we're stuck with in F2D and streamers should be ordinary crepe as it's much cheaper and stopping engines when cutting is defeating the whole point of the event. Now all we've got to figure out what to do with the dozen or so Vintage models we locals have left.

I again apologize for the East Coast results being lost in cyberspace and for the delay in the slipwing "Maverick" (1st

and 2nd in Junior Combat) and "Menace" canard articles. Knocking up four ironmongers, two each 'Razor Blades' and "Mauler Opens", one Voodoo and one Jolly Roger in the lead up to the Nats was the cause. I've included a copy of the Model News article on the Jolly Roger that you might agree to publish as it goes at least as well as most I saw at the Nats with an as new Max III OS15, is an Australian design, and won our 1955 nationals with a Max I OS 35!

Regards and keep getting better,  
Burkie AUS2738.

## Home made engines.

For those amongst us that enjoy doing handicrafts with metal as well as wood here are a couple of engines that have been made by two ACLN subscribers.

The first was made by Charlie Stone using a design by David Owen.

Charlie reports. "I made every part on the engine except for the prop nut".



The engine below was made by Doug Grinham. It is his own design, is a four port, machined from bar stock and has bore and stroke of 19mm.



## 2007 Albury 60th Nationals Australia. Control Line Aerobatics. By P.J Rowland.

### "Time to Turner up the heat"

The 2007 Australian Nationals was the premier event in the Australian Calendar with many top name competitors attending, from Victoria, New South Wales and Queensland.

With Temperature reaching upward of 35 degree's on some days the event was always going to be a test of the fittest and the mentally strong. Albury has hosted 4 Nationals now with the event again being run at the Alexandra Park facility. The organisers went to great trouble to have the field manicured to the best of their ability, with the 3 practice circles being cut very fine, and circles marked out.

Judges were Joan McIntyre who has judged at many international events including world championships, very experienced indeed and a privilege to have her being able to attend this contest. The 2nd judge was less experienced but very keen to learn more was Keith Graham an advanced pilot who has not flown at a Nationals in many years, but under the watchful eye of our head Judge Joan, was a welcome addition to the judging scene.

Contest Director was Peter Rowland, who attended 2004 World Championship as part of the Australian team, and US Nationals, and has many years experience at running Major competitions, including contest director at several State Championships and past Nationals. Frank Macpherson provided all the scores being put up to date on the scoreboard, within 5 minutes of the flight being completed. Each flier had his name written on the scoreboard in computer-generated font, no more messy handwritten names, this gave the contest a very polished and professional edge. Frank has presided over Many State champs and made no errors in the tabulation of any competitors. Using computer and software provided by P.J Rowland scores were added without any delays and made the event run very quickly. Its very difficult to get experienced people to help out with these events and many thanks must be given to these people, who without their valuable assistance the event would not be run to the world standard that these Nationals were.

One thing that is always out of any event organisers control is the weather, although we asked for the best weather possible we were blessed with lots of sun, but unfortunately the wind was not as kind. I would not say that the wind was unflyable but for some fliers the wind was a little much with many not being able to fly their best due to the adverse conditions.

Round one saw the competition heat up with many fliers well practiced. Paul Turner, Joe Parisi, Reg Towell, and defending champion Brian Eather taking up early positions on the leader board. Frank Battam and Murray Howell were flying Yatseko take-apart models that were flying as good as any model at the contest, with the light well-trimmed airframe making good use of the slightly tricky conditions.

Paul Turner, two time Australian national champion, was still flying his old faithful Yellow model with ST-46, this well

proven design in the hands of someone as experienced as Paul, is always going to be hard to beat.

Doug Grinham, who took out the Nationals Concourse' Pilots choice award with his new model called "Hot-dog" designed by Brian Eather, an unusual design based a little on the European models and built extremely well, running a Stalker .61. Doug Flew very well putting up good flights in the early rounds. Many thanks to Bruce Hoffmann for the Concourse award.

Reg Towell is a model of consistency, also flying a Saito engine. Reg flew some of the most beautiful shapes at the contest and flying his cauldron was going to be a tough adversary. When the wind picked up Reg swapped to another model that he said "something that loves wind" and the choice proved successful with top scores being posted.

Reg had luck on his side with one official flight coming very.... VERY close to overtime, lucky the judges were feeling generous.

Brian Eather, who has had some problems with his shoulder, was not able to bring a new model to this contest decided to fly his old Firecracker. Brian took out the 2006 Nationals and was going to is tough to beat he also flew with the best running Stalker .61 at the contest.

Bruce Hoffmann also ran a Firecracker this time making the powerplant the formidable Satio .72. This powerful engine has always run well, and Bruce has obviously been putting in many practice flights with the scoreboard showing his rise.

P.J. Rowland suffered from the flu most of the contest and was lower key than usual. He decided to fly the 1951 Nobler - which has dominated every Classic event in recent years.

Herb Hannah was not interested in doing any judging at this contest and put a model in the sky, a past National champion Herb, flew very well and proved that a well trimmed model with a powerful engine is always a good combination.

Mark Ellins from Victoria was flying his ex Doug Grinham model Jazzer with Stalker .61 for power. Mark often balances flying in racing events and stunt which at a Nationals and is fun to watch him run from circle to circle. Consistency is the key to Marks performance with a well-trimmed model and stable engine run making the little practice he gets important.

Joe Parisi had an immaculate looking model that was also take-apart; Joe has been pushing the boundaries of what the Saito .72 can do. With the strong winds, Joe's powerful .72 pushed thought the wind where many of the lesser models were struggling for penetration.

Tony Bonello proved that he was here to shake up the top boys, flying another 4-stroke Saito. Tony has always flown very well, but these Nationals he was out to make a point. Its great to see some major strides being taken by the fliers to push their own flying and push the top fliers for the podium spots.

Always there to make up the numbers and "have a go" was John Elias flying an unknown design, that looked a little worse for wear after many, repairs. John tried hard and flew to the best of his limited ability and struggled in the conditions with the occasional rich engine run and lack of penetration in the wind.

There was an amusing altercation with the Contest Director when one of the fliers put in an official protest over a score that was given Zero when a ruling was misinterpreted.

Unfortunately the contestant got a little hot under the collar when the Contest Director was discussing the problem with

the judges between flights and called the C.D a "disgrace to the sport " Very embarrassing and frowned upon by many the fliers who heard.

A brilliant example of poor sportsmanship but understandable when you placed 2nd in the last competition.

Col Collyer also juggled free flight with aerobatics and flew a new nice pattern with his beautiful Nobler.

**Advanced** was well represented with many up and coming fliers. Defending Champion Steven Masterton flying an ex - Brian Eather Design was the man to beat with very consistent manoeuvres and great pull-outs. Steve again prevailed with a dominating flight and proved that the next step into Expert is going to be no problem. Steve won advanced convincingly with top scores.

2nd place in Advanced went to Steven Todd flying very good, smooth shapes; with some more practice will be winning at the top level also.

3rd place in Advanced went to John McIntyre flying very well and under the watchful eye of Joan pointing out his mistakes; it won't be too long before John is also challenging the experts.

The main event **Expert** was closely fought with many of the top guns vying for top honours. Brian Eather had the event in his grasp with a blinding final flight that had the engravers getting his name ready, but unfortunately he left out his Triangles in his final flight. With a K -Factor of 14, Brian only needed to score a minimum of 5.5 to secure victory but with this costly error, the margin was too hard to make up.

Joe Parisi could smell victory and put in one of the top scores of the final round to put him in a very strong position, when the dust settled and the scores were added, Joe Parisi from Queensland secured 3rd place.

Reg Towell also was at the pointy end of the scoreboard for most of the event flew a good final flight but the damage was done in his early rounds for him to fall back on. Bridesmaid again Reg Towell ended up in 2nd place.

For the 12th time in his career Paul Turner took the top spot after Brian Eather's mistake. Paul deserved the victory after spending most of the event judging advanced and not able to practice as much as his fellow fliers. Paul was very consistent and proved his many years of experience paid off with the title, with the his last Nationals win in Busselton W.A a few years ago.

Congratulations to Paul Turner 2007 Australian National Champion, most victories by any Australian in the history of the sport, a well deserved winner.

Many thanks to all those who donated their time and efforts during the competition. Special mention to Joan McIntyre and Keith Graham for Judging Expert Aerobatics. Paul Turner, Frank Battam and Joan McIntyre for judging Advanced. Frank McPherson for tabulation and Peter Rowland for making the event run as good as any international event as Contest Director. Well done to the all the winners, a great start to the 2007 Stunt Calendar.

The results are posted elsewhere in the newsletter

# 60<sup>th</sup> NATIONALS CONTROL LINE RESULTS

## F2A SPEED

		state	rd 1	rd 2	rd 3	km/h
1.	Ian Gapps	NSW	12.94	12.593	N/T	285.95
2.	Richard Justic	NSW	12.94	12.683	13.05	283.92
3.	Andrew Heath	NSW	12.81	12.833	N/T	281.10
4.	Andy Kerr	NSW	13.12	13.196	N/T	274.46
5.	Noel Wake	VIC	N/T	15.58	15.30	235.36

CD – Mark Ellins



## FAI SPEED.

Once again the weather was hot and dry. Overnight the ducks had used the circle for target practice, This required considerable sweeping .

Contest director was Mark Ellins; with only five competitors this event was fairly short.

Four Profi engines and models were used and one Irvine 15R. Andy Kerr returned to FAI speed flying after many years absence.

Andrew Heath set the fastest time in the first round, with all four times being very close.

I failed to record a flight due to a flat battery. Both Ian Gapps and Richard Justic improved in the second round, moving into first and second place respectively.

Only 2 times were recorded in the third round, both Andy and Andrew had problems.

Ian Gapps did not fly in the third round as he had already set the fastest time.

NOEL WAKE.....

## F2B AEROBATICS – EXPERT

		State	rd 1	rd 2	rd 3	rd 4	ave/best 2
1.	Paul Turner	NSW	<u>1011.5</u>	<u>985.25</u>	<u>992.5</u>	<u>1029.5</u>	1020.5
2.	Reg Towell	NSW	<u>1008</u>	<u>966.5</u>	<u>1007.25</u>	950	1007.63
3.	Joe Parisi	QLD	<u>968.75</u>	<u>974</u>	<u>918</u>	<u>1022.5</u>	998.25
4.	Murray Howell	NSW	<u>973.75</u>	<u>973.25</u>	<u>1000.5</u>	500	987.13
5.	Brian Eather	NSW	<u>1031</u>	<u>983.25</u>	<u>934.25</u>	<u>935.75</u>	983.38
6.	Dallas Hanna	NSW	<u>932.75</u>	<u>906</u>	<u>946.75</u>	<u>1002.5</u>	967.63
7.	Frank Battam	NSW	<u>963.75</u>	<u>191</u>	<u>842.25</u>	<u>969.5</u>	966.63
8.	Doug Grinham	VIC	<u>933.5</u>	<u>887.5</u>	<u>965.5</u>	<u>959.25</u>	949.5
9.	Tony Bonello	NSW	<u>910.75</u>	<u>873.75</u>	<u>965.5</u>	DNF	938.13
10.	P.J.Rowland	VIC	<u>951.75</u>	<u>847.5</u>	<u>899.25</u>	<u>914</u>	932.88
11.	Bruce Hoffman	NSW	<u>903</u>	<u>907</u>	<u>907.5</u>	<u>944.5</u>	925.75
12.	Mark Ellins	VIC	<u>767.75</u>	<u>896.75</u>	<u>879.25</u>	<u>914.5</u>	905.63
13.	John Elias	NSW	<u>872</u>	<u>820.5</u>	<u>606.5</u>	<u>653.25</u>	762.63
14.	Colin Collyer	VIC	<u>657.25</u>	<u>614.25</u>	DNF	DNF	657.25

CD – Peter Rowland

## F2B AEROBATICS – ADVANCED

		State	rd 1	rd 2	rd 3	rd 4	ave/best 2
1.	Steve Masterton	NSW	<u>818.5</u>	<u>758.0</u>	<u>849.83</u>	DNF	834.17
2.	John McIntyre	NSW	<u>733.0</u>	<u>771.0</u>	<u>776.0</u>	<u>732.67</u>	773.5
3.	Steve Todd	NSW	<u>750.17</u>	<u>474.67</u>	<u>747.0</u>	DNF	748.59
4.	Peter Angleberger	SA	<u>682.33</u>	<u>674.0</u>	<u>796.33</u>	<u>678.17</u>	739.32
5.	Andrew Heath	NSW	<u>623.83</u>	<u>670.83</u>	<u>738.17</u>	DNF	704.5
6.	Robert Graham	NSW	<u>716.17</u>	<u>728.0</u>	<u>586.5</u>	DNF	657.25
7.	Robert Edgerton	QLD	<u>633.67</u>	<u>500.33</u>	DNF	<u>500.67</u>	567.17
8.	Warren Leadbetter	NSW	<u>410.5</u>	<u>532.83</u>	<u>532.67</u>	<u>563.83</u>	548.34
9.	Peter L. Rowland	VIC	<u>462.33</u>	<u>444.67</u>	<u>484.5</u>	DNF	473.42
10.	Ken Taylor	VIC	<u>172.5</u>	<u>424.33</u>	<u>323.5</u>	DNF	373.92

CD – Peter Rowland

## F2C TEAM RACE

		State	rd 1	rd 2	rd 3	rd 4	final
1.	H.Simons/G.Potter	NSW	dnf 0	4:56.34	3:20.53	dns	6:43.56
2.	R.Fitzgerald/M.Ellins	SA/VIC	3:18.16	3:10.75	dns	dns	6:44.75
3.	G.Wilson/P.Stein	VIC	3:21.5	3:20.09	dnf 87	3:20.81	dnf 86
4.	M.Wilson/M.Poeshkens	SA/VIC	3:27.84	dnf 69	3:26.54	3:48.22	
5.	C.Ray/N.Baker	VIC	3:57.34	4:44.72	dns	dns	

CD – Keith Baddock

<u>F2D COMBAT</u>		state	1	2	3	4	5	6	7	pts
1.	Murray Wilson	VIC	W	L	B	W	W	W	W	5/1
2.	Robert Owen	NSW	W	W	W	W	B	L	L	4/2
3.	Graeme Wilson	VIC	W	L	W	W	L			3/2
6.	Mick Comiskey (s)	NSW	L	W	W	L				2/2
6.	Ryan Comiskey	NSW	L	W	W	L				2/2
6.	Rod Smith	QLD	W	W	L	L				2/2
9.	Michael Crawley	QLD	L	W	L					1/2
9.	Peter Norrie	NSW	L	W	L					1/2
9.	Greg Pretty	SA	W	L	L					1/2
10.	Mick Comiskey (j)	NSW	W	L	W/D					1/1
12.	Brian Burke	QLD	L	L						0/2
12.	Peter Wallace	QLD	L	L						0/2

CD – Jim Ray

<u>1/2A TEAM RACE</u>		state	heat	final
1.	H.Simons/G.Potter	NSW	3:57.44	12:58.47
2.	R.Justic/R.Owen	VIC	DNF	DNF 38
3.	C.Ray/N.Baker	VIC	5:19.25	DNF 34

CD – John Hallowell

<u>CLASS 2 TEAM RACE</u>		state	rd 1	rd 2	final
1.	G.Wilson/A.Lumsden	VIC	3:05.68	3:47.03	7:26.72
2.	C.Ray/J.Ray	VIC	4:18.94	3:42.81	7:39.28
3.	G.Pretty/M.McDermott	SA/QLD	3:04.60	dns	dnf 105
4.	R.Justic/R.Owen	NSW	3:52.09	dns	
5.	J.Hallowell/K.Baddock	VIC	8:06.91	5:11.03	

CD – Rob Fitzgerald

<u>JUNIOR 2.5CC COMBAT</u>		state	1	2	3	4	pts
1.	Trent McDermott	QLD	W	W	B	W	3/0
2.	Ryan Comiskey	NSW	L	B	W	L	1/2
3.	Lachlan Hines	NSW	B	L	L		0/2

CD – Graeme Wilson

<u>JUNIOR 2.5CC RAT RACE</u>		state	rd 1	rd 2	final
1.	R.Comiskey/M.Wilson	NSW/VIC	93	40	188
2.	T.McDermott/M.McDermott	QLD	104	85	183
3.	T.Linwood/A.Heath	NSW	69	90	151
4.	L.Hines/D.Hines	NSW	83	83	

CD – Jim Ray

<u>GOODYEAR</u>		state	rd 1	rd 2	final
1.	G.Wilson/M.Ellins	VIC	3:44.5	dns	8:01.25
2.	R.Fitzgerald/G.Pretty	SA	4:46.57	3:33.60	8:07.13
3.	C.Ray/J.Ray	VIC	4:09.43	dnf 0	dnf 139
4.	K.Hunting/N.Baker	VIC	dnf 23	4:32.54	
5.	R.Justic/M.McDermott	NSW/QLD	5:34.30	4:55.63	
6.	T.McDermott/J.Taylor	QLD	dnf 61	dnf 41	
7.	M.Wilson/A.Lumsden	VIC	dnf 16	dnf 46	

CD – Keith Baddock

<u>MINIGOODYEAR</u>		state	rd 1	rd 2	final
1.	G.Wilson/M.Ellins	VIC	3:35.47	dns	7:47.63
2.	C.Ray/J.Ray	VIC	5:56.75	4:12.56	dnf 136
3.	M.Wilson/P.Stein	VIC	3:51.28	dns	dnf 105
4.	G.Pretty/M.McDermott	SA/QLD	4:47.90	4:12.59	
5.	J.Hallowell/K.Baddock	VIC	dnf 35	dns	

CD – Noel Wake

<u>VINTAGE A TEAM RACE</u>		state	rd 1	rd 2	final
1.	R.Fitzgerald/P.Stein	SA/VIC	3:15.91	dns	6:42.79
2.	G.Wilson/M.Ellins	VIC	3:22.50	3:23.57	7:08.15
3.	G.Pretty/M.McDermott	SA/QLD	3:24.72	3:20.25	dnf 133
4.	S.Rothwell/D.Hines	NSW	dnf 52	3:23.28	
5.	M.Wilson/P.van Meurs	VIC	3:24.52	3:44.03	
6.	J.Hallowell/K.Baddock	VIC	3:31.44	3:25.81	



Goodyear finalist.



Class 2 top 3 teams

**Vintage A Team Race at the 60<sup>th</sup> Nats**  
Held on 2<sup>nd</sup> Jan 2007 on a good-grassed sports oval that was well prepared by the local sports club. Entrants were from South Aus, NSW, Qld, and the organising State Victoria.  
6 teams used the Dimple Dumpling model.  
6 teams also used the Voodoo 3 and 5 models. All of the models handled the grass surface very well.  
The most popular engine was the Rothwell R250 with 7 teams using them, 3 teams used the Tim Gillot – Timmy Tiger (of US fame), other teams used the Kerr Oliver, and a Mars 2.5.  
The Australian made Rothwell R250 (Oliver Tiger replica) seems to be the best engine for this event, as they all seem to perform the same.  
It was obvious to me that the teams that make the finals are the ones who have well built models and know

7.	R.Justic/A.Kerr	NSW	3:34.77	3:31.06
8.	C.Ray/J.Ray	VIC	3:50.72	3:48.88
9.	R.Owen/L.Smith	NSW/VIC	3:49.13	3:48.97
10.	K.Hunting/J.Hunting	VIC	4:32.22	3:57.75
11.	T.McDermott/J.Taylor	QLD	4:42.87	4:17.12
12.	R.Edgerton/R.Smith	QLD	5:32.78	5:02.84

CD – Alan Lumsden

<u>2.5CC RACE</u>		state	rd 1	rd 2
1.	R.Justic/R.Owen	NSW	277	dns
2.	G.Wilson/A.Lumsden	VIC	284	dns
3.	M.Wilson/M.Ellins	VIC	289	dns
4.	C.Ray/J.Ray	VIC	225	255
5.	J.Hunting/K.Hunting	VIC	222	208

CD – Paul Stein

<u>OPEN RACE</u>		state	final
1.	G.Pretty/R.Fitzgerald	SA	4:47.60
2.	G.Wilson/M.Ellins	VIC	5:25.50
3.	R.Justic/R.Owen	NSW	6:35.72
4.	M.Wilson/K.Baddock	VIC	dnf 98

CD – Ken Hunting

<u>OPEN COMBAT</u>								
1.	Ian Amaira	VIC	W	W	B	W	L	W
2.	Michael Comiskey	NSW	W	W	W	W	W	L
3.	Murray Wilson	VIC	L	W	W	L	W	
4.	Ken Maier	VIC	L	W	W	L	L	
7.	Brian Burke	QLD	W	L	L			
7.	Greg Pretty	SA	L	W	L			
7.	Trent McDermott	QLD	W	L	L			
8.	Rod Smith	QLD	W	L	W/D			
10.	Ryan Comiskey	NSW	L	L				
10.	Mark McDermott	QLD	L	L				

CD – Graeme Wilson

<u>F2F TEAM RACE</u>		state	rd 1	rd 2
1.	G.Pretty/M.Poschkens	SA	4:37.72	4:14.38
2.	R.Fitzgerald/L.Smith	SA/VIC	4:12.03	4:30.12
3.	P.Stein/K.Baddock	VIC	4:27.75	4:15.29
4.	G.Wilson/M.Wilson	VIC	4:54.78	4:40.30
5.	J.Hunting/K.Hunting	VIC	7:13.53	5:48.50

CD – Mark Ellins

<u>CLASSIC B TEAM RACE</u>		state	rd 1	rd 2	final
1.	R.Justic/M.McDermott	NSW/QLD	3:13.50	3:07.28	6:09.10
2.	J.Hallowell/K.Baddock	VIC	3:11.35	3:10.25	6:15.63
3.	M.Wilson/L.Smith	VIC	3:23.50	3:16.09	6:56.46
4.	G.Pretty/N.Baker	SA/VIC	3:26.25	dnf 0	
5.	G.Wilson/M.Ellins	VIC	3:29.91	3:29.47	
6.	C.Ray/J.Ray	VIC	4:10.90	4:03.06	
7.	R.Smith/P.Morandini	QLD	5:55.43	6:11.50	
8.	T.McDermott/J.Taylor	QLD	6:43.68	dns	
9.	J.Hunting/K.Hunting	VIC	dnf 0	dnf 37	

CD – Alan Lumsden

<u>BENDIX TEAM RACE</u>		state	rd 1	rd 2	final
1.	M.Wilson/R.Owen	VIC/NSW	3:45.63	dns	7:55.94
2.	J.Hallowell/K.Baddock	VIC	3:29.06	dns	8:24.94
3.	C.Ray/J.Ray	VIC	4:21.25	4:10.22	8:50.28
4.	T.McDermott/J.Taylor	QLD	4:20.72	dnf 55	
5.	G.Wilson/M.Ellins	VIC	6:27.68	4:34.31	

CD – Ken Hunting

how to tune for the weather conditions on the day. For example – fuel mix, starting procedure, engine setting. These things only come from getting to know your equipment by test flying, fault finding and practice in different weather conditions. Taking notes of these things for future reference is of equal importance.

**Taking the model out of the shed once a year does not work.**

534  
531  
500 Alan Lumsden 13474 (Contest Director)



Rob Fitzgerald and Greg Pretty with the winning Open Rat model

Popular Gippsland controliner and now Australian Open Combat Champion, Ian 'Iggy' Amaira, has at last thrown away the Bridesmaid dress, after claiming the title at the Albury Nat's. After taking four years off to chase other interests, Iggy had some unfinished business in the circle and wanted to retire as 'Australia 1'. In front of an enthusiastic crowd, Iggy came up against his old foe, Mike Comiskey in the final. Using his old foam 'Laminator' models, powered by his faithful O.S 40 F.S.R's and aided by his expert pit team of Keith Baddock and Rob Owen, Iggy did the job, but had a nervous wait after the bout finished after a protest was lodged, but the C.D, Graeme Wilson, awarded the win to Iggy. On receiving the winners trophy, an emotional winner said, "Without a great pit crew you are nothing, many thanks to Keith and Rob, and to all who helped. Boys it's my shout". Iggy has also been interviewed by the local papers in Gippsland, we'll send photos, if we can get any after he's bought them all! Cheers, Neil Baker

Nationals pictures were taken by John Hallowell and Ken Donelly



<u>F4B SCALE</u>		state	model	static	rd 1	rd 2	rd 3	rd 4	total
1.	Tony Bonello	NSW	B25	2465.5	1026	1583	2320	2229	4740
2.	Bruce Hoffman	NSW	CAP 231	1960	1766	1238	1642	1752	3719
3.	Warren Shurmer	NSW	CAP 20L	1263.5	1570	1648	1076	860	2872.5

CD – Darryl Gunst

<u>VINTAGE STUNT</u>		state	static	rd 1	rd 2	total
1.	Doug Grinham	VIC	122	332	328	454
2.	Paul Turner	NSW	118	308	323	441
3.	Frank Battam	NSW	113	294	308	421
4.	David Nobes	VIC	122	291	296	418
5.	Ken Maier	VIC	110	213	222	332
6.	Ken Taylor	VIC	101	196	204	305
7.	Mark Usher	VIC	75	216	216	291

CD – Peter Rowland

<u>CLASSIC STUNT</u>		state	best score
1.	Reg Towell	NSW	561.25
2.	Stephen Masterton	NSW	557
3.	Herb Hanna	NSW	549
4.	Frank Battam	NSW	547.5
5.	Peter J Rowland	VIC	545
6.	Doug Grinham	VIC	522.75
7.	David Nobes	VIC	474
8.	Ken Taylor	VIC	dnf

CD – Doug Grinham

<u>VINTAGE COMBAT</u>		state	1	rep	2	3	4	5	pts
1.	Graeme Wilson	VIC	W	-	W	W	W	W	5
2.	Murray Wilson	VIC	W	-	W	W	W	L	4
3.	Mark Ellins	VIC	W	-	W	W	L	W	3
4.	Matt Shears	VIC	L	W	W	W	L	L	3
8.	Keith Baddock	VIC	L	W	W	L			2
	Michael Lewis	VIC	W	-	W	L			2
	John Hallowell	VIC	W	-	W	L			2
	Steve Rothwell	NSW	W	-	L*	L			2
14.	Ian Amaira	VIC	L	W	L				1
	Tony Caselli	VIC	W	-	L				1
	Robert Edgerton	QLD	W	-	L				1
	Ken Maier	VIC	L	W	L				1
	Mark Usher	VIC	W	-	L				1
	Rod Smith	QLD	L	L*	L				0
18.	Brian Burke	QLD	L	L					0
	Mark McDermott	QLD	L	L					0
	Trent McDermott	QLD	L	L					0
	Greg Pretty	SA	L	-					0

\* = highest losing score into next round.

CD – Richard Justic/Greg Pretty

<u>COMBINED SPEED</u>		state	class	rd 1	rd 2	rd 3	%
1.	Noel Wake	VIC	5	14.625	14.64	15.56	95.9
2.	Merv Bell	NSW	4	13.955	ATT	ATT	89.2
3.	Noel Wake	VIC	1	17.595	16.42	16.93	87.2
4.	Merv Bell	NSW	5	ATT	16.22	N/F	86.4
5.	Richard Justic	NSW	1	17.54	ATT	19.05	81.6
6.	Richard Justic	NSW	P	19.69	N/F	N/F	81.3
7.	Noel Wake	VIC	4	15.91	ATT	ATT	78.3
8.	Merv Bell	NSW	2	N/F	N/F	N/F	0.0
9.	David Shackelford	VIC	5	ATT	N/F	N/F	0.0

CD – Lance Smith

## COMBINED & JET SPEED @ ALBURY NATS.

The weather on this day was hot and dry, rain the night before had made the powder soil around the circle quite hard so dust was not a problem.

Entries as with other events were down a bit on previous years. The west Australians stayed home, while Robin Hiern was absent due to the death of his father a few days earlier.

Contest director was Lance Smith with Paul Stein and Andy Kerr doing the timekeeping.

Although separate events, combined speed and jets were flown together, alternating between the two. Those flying more

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Steve Rothwell's portable workshop.

than one class spaced in the draw so they had a break between flights. Nine different aircraft were flown in combined and five different jets.

The low number of recorded flights reflects the lack of "regular competitions for some competitors. I finished up first and third, using Nova Rossi .21 in Class 5 and Nova Rossi .12 in Class 1, while Merv Bell was second with a K&B .40.

John Walker set a new Australian record with his sport jet.

NOEL WAKE.....

JETSPEED		state	class	rd 1	rd 2	rd 3	%
1.	John Walker	NSW	SP	11.465	ATT	N/F	108.6
2.	John Taylor	QLD	SP	13.17	ATT	ATT	94.5
3.	Peter Morandini	QLD	SP	13.97	13.85	N/F	89.9
4.	David Axon	VIC	SP	14.03	14.959	14.09	88.7
5.	David Axon	VIC	OP	N/F	N/F	N/F	0.0
CD – Lance Smith							

## VINTAGE A, CLASSIC B & BENDIX AT ALBURY

The 60<sup>th</sup> Nats at Albury was the venue for the most anticipated Vintage A racing in many a long year. The simple reason was the fact that most of the top teams were running R 250's and this has created a level playing field. Weather was fine and hot with a light and variable wind.

Times were super close among the top 6 or 7 teams. Any could have made the top three with an ounce or two of luck. A light, clean model is more important than ever before and quick landings with one flick stops were essential for a competitive time.

Biggest shock of the event came before the start with titleholders and hot favourites Hugh Simons and Grant Potter withdrawing before the race. Grant had home commitments and they had to leave the day after a sensational victory in the F2C final. No doubt that gave another team the opportunity to show their wares. It is a fact of life for Vintage A in Australia, if you want to do well, you have to beat the very best F2C teams in the country... and these guys are absolutely among the best in the world.

With temperatures reaching 35 Deg C every day in Albury, it was not what would be considered good diesel weather. Perhaps the times reflected this with a best heat of 3.15 by Fitzgerald/Stein. These F2C honed wizards strutted their stuff in fine style. Paul's new Dimpled Dumpling was superbly built and the R250 was set to run fast and hard. His engine sounded quite different from Steve Rothwell's tune, but the result was certainly there. His 7 x 7 APC was slightly modified at the tips and seemed to rev higher than most. They opted out of a second heat.

Mark McDermott was down from Queensland with high expectations. When his Timmy Tiger was on song it was the equal of any R 250. With Greg Pretty filling in for regular handle grabber Harry Bailey, two fast heat times resulted with a 3.20.25 good enough for second choice.

Graeme Wilson and Mark Ellins also had their race faces painted on. These fellow F2C hot shots made it look easy and their first heat of 3.22.50 was good enough for the top three shootout.

If the pressure was on Steve Rothwell to perform, it certainly didn't show. Maybe he was content to let others showcase his superb engines. After some amazingly quick heats and finals in recent months, it was a surprise to find Steve and Dave Hines out of the final by .78 of a second. A tough 3 up heat saw much time lost by a slightly slower model unintentionally blocking the fast racing line. Had Dame Fortune smiled and granted a two up heat or a three up with equal speed, they would have made it easily, no worries at all.

Finalists last year, Hallowell/Baddock were in the same heat and desperate for a fast time. They had the same problem as Rothwell/Hines and lamented the 'slow' 3.25.81. In the first heat, an amazing thing happened. Keith started the R250 first flick and away it went...and went...and went! All the way to 91 laps non stop, thanks to a fuel blockage! It would have been nice to eclipse Andy Kerr's record of over 100 laps, but it was not to be. The R 250 powered on through the race, albeit at a slightly slower pace, did not go hard and still recorded a 3.31, not a legal time as the Vintage A rules say a pitstop is compulsory.

The prize for the most improved team must surely go to Murray Wilson and Peter Van Meurs. Still flying the venerable old Alien, which seems to have been at the flying field since Adam was a pup, they really raised some eyebrows with a super performance. The old war horse has been giving a new lease of life by an R250 implant. And it worked a treat with Murray's hot landings and Peter's fine pitwork resulting in a PB race time of 3.24.52.

Richard Justic and Andy Kerr looked the goods in practice, but could only manage a best of 3.31 on the day. Only a few years ago, times like that would almost guarantee a place in the final three. Not any more! Next came the Cosmic Rays wearing a broad smile as they now had an R250. However, the motor was brand new, still fairly tight and needed more running. Rest assured, it will be a very quick Voodoo when things are sorted out for the Victorian State Champs in April.

Lance Smith and combat ace Robert Owen were looking good in practice. Plenty of speed from the ex McDermott Timmy Tiger and Voodoo, but laps were a problem for this team, so a 2 stop 3.48 was the best they could manage. It was good to see John Hunting back in the fray again. He had a new Dimpled Dumpling with a Mars up front. With help from brother Ken, they managed a best time of 3.57. Someone will need to remind Johnno that breaking 4 minutes was only good back in '94... The Hunting Brothers and their hot PAW were VTR legends back then!

Rod Smith had a slightly heavy Dimpled Dumpling. Model and motor need more practice as Smith/Edgerton's time of 5.02 showed. Talk about the old dog teaching the young pup a few tricks... John Taylor and Trent McDermott teamed up and showed plenty of promise before the event. However, when things got serious, the boys were missing and a best time of 4.17 was posted. (You would think that Marky Mac would give his son and good mate some faster gear to fly with...)

Time for the much awaited final. And lo and behold, not a highly fancied NSW team in sight! Not even a lone Newswelshman! Victorians, South Australians and a Queenslander were in the mix. Most surprising!

All were quickly away and settled into a close race. Two Rothwells vs the McDermott Timmy Tiger. A Dimpled Dumpling vs an Olympian vs a Voodoo 5. There was not a lot in it until Mark's pilot Greg was involved in a 'racing incident' where he lost control of the model, smashing the wing and at the same time, Macca's dreams of winning one of the most coveted titles in Australian control line racing.

Wilson/Ellins were performing their usual workmanlike stuff, but Fitz & Paul's edge on speed told in the end and they could only grab second place.

Fitzgerald/Stein followed up their 1999 and 2002 wins with a victory in 2007. Their 6.42.79 was the fastest ever Nats winning final time, eclipsing Simons/Potter's 6.49.50 from last year. Yet it could have been more than 10 seconds faster, as a bounce and subsequent missed catch with a long retrieve cost at least that much time. Congrats to the winners and roll on the upcoming SA & Vic. State Champs where we can do it all again!



Pretty/McDermott      Fitzgerald/Stein      Ellins/G. Wilson

## Results of VTR at the 2007 Albury Nats.

1. Fitzgerald/Stein	3.15.91	DNS	6.42.79
2. Wilson/Ellins	3.22.50	3.23.57	7.08.15
3. Pretty/McDermott	3.24.72	3.20.25	133 laps
4. Rothwell/Hines	DNF 52	3.23.28	
5. Wilson/Van Meurs	3.24.52	3.44.03	
6. Hallowell/Baddock	3.31.44	3.26.81	
7. Justic/Kerr	3.34.77	3.31.06	
8. Ray/Ray	3.50.72	3.48.88	
9. Smith/Owen	3.49.13	3.48.97	
10. Hunting/Hunting	4.32.22	3.57.75	
11. McDermott/Taylor	4.42.87	4.17.12	
12. Smith/Edgerton	5.32.78	5.02.8	
CD Alan Lumsden			

## Classic B

The Albury day dawned fine and sunny. Nine teams arrived at the well mown and beautifully green Alexander Park oval ready for the day's action. Six heats were flown to decide who should fly the final.

Mark McDermott had Richard Justic flying as Harry Bailey couldn't make it. The beautifully built American designed 'Long Gone' was amazingly fast in practice. No one had ever seen a Classic B model dip under 15/7 before. Lance Smith timed it at 14.8 or 121 mph! That's seriously fast for an OS 25 FP. Their first round time was 3.13.50.

Justic/McDermott's second round of 3.07.28 was clearly FTD. People were asking if it could be a record, but it is quite a few seconds behind Hallowell/Baddock's Classic B heat record of 3.02.92, established at the 2005 South Australian State Champs. You can be fairly sure that Macca and his mates will have that time well and truly in their sights. Over the next 12 months, it would be surprising if somebody doesn't break the 3 minute barrier, particularly with the new Brodak .25's promising so much.

Jim and Colin Ray had the new light green and yellow Crescendo with LA 25 cranked up and really honking. It had the necessary speed to make the final. Although restarts were quick in practice, the motor flooded at each stop and took far too long to fire up. These two are really looking forward to the State Champs when a revised starting procedure will be well and truly mastered!

Lance Smith and 'son of a gun' Murray Wilson were finalists in South Australia at the last Nats. A good heat time of 3.16.09 ensured they were in again. Lance had an OS 25FP in the Antares. He was running a RAM 8x6 prop and a special fuel brew using ethanol instead of methanol. Starts were instant every time. They will hope for even quicker heats when the Brodaks are up and running in the very near future.

John Hallowell and Keith Baddock were also using a slightly trimmed RAM 8x6 on their two Rockets. The first Rocket in heat one had the new Brodak .25 up front and did a 3.11.35 before damaging a wing on landing. The next Rocket had a OS25FP and did a 3.10.25 on the same prop, good enough for second choice in the final. The Brodak used was only a Stage 1 motor, but is still a mighty impressive engine with outstanding starting and handling characteristics. The Stage 2 engine should be much faster again and will be finished when you read this. Lance Smith has created a web page with info on the

Brodak .25's. Those interested can view the racing development at: A tip... it's easy to copy and paste this address from an electronic copy of ACLN.

<http://members.optusnet.com.au/~smithlw/Site%20/Brodak%20B25R%20Racing%20Engine.html>

Neil (Nobby) Baker was having a go with the Grassfire and Thunder Tiger .25 combo. Greg pretty was persuaded to be handle grabber with promises of vast riches and glory. After a smart first round of 3.26.25, Round 2 saw a bent wheel caused a run in on takeoff... just when they were about to do a blinder! As both know well, that's racing. There's always next time and 4<sup>th</sup> place at their first comp. Ain't too bad. In fact any team finishing ahead of Wilson/Ellins has done really well.

Speaking of the dynamic duo, Graeme and Mark were down on speed and desperately need new gear as two 3.29's will testify. That will soon be a reality with a new Rocket and Brodak.25 combination set to shake the establishment early in 2007.

Trent McDermott and John Taylor were flying Mark's white Rocket, the one that recorded a 3.06 heat and finished third back at the 2003 Albury Nats. Unfortunately, electrical connections let these potential finalists down. It is a timely reminder to check those connections frequently as they are relatively fragile with corrosion and vibration the main enemies.

Rod Smith had long time B racer Peter Morandini in his corner. However, all was not well with the model/motor combination and a couple of slow times resulted. Rod is determined to improve and is now taking steps to be among the front runners in this class. The Hunting brothers Ken and John were not having a good day and did not manage to post a time. Success in Classic B relies heavily on having a good engine that starts easy, runs fast and is economical. That's why Ken is keen to join the ranks of Brodak.25 users and take advantage of the highly efficient F2C based AAC piston liner technology.

The teams for the final were decided. Mark and Richard decided to swap their 'qualifier' Long Gone for the LA 25 powered Galaxy which had better laps.

All were quickly away with the Galaxy having an immediate edge with extra speed. Lance Smith had a mid race crisis due to his hand tangling with the propeller, but acting battery man Mark Ellins took over the catching and this team continued as though nothing had happened. Although Murray was grooving the landings, the Antares was still a few laps behind the Galaxy and Rocket.

And that's the way it finished, with the Galaxy getting home first by about two laps from the Rocket. Fine flying by Rick and the just reward for many long hours of dedication, determination and practice by Mark and, of course, the absent Harry Bailey. Although H/B models were going for 6 Nats wins in a row, the law of averages decrees it gets harder each time. And so it did! All credit and congratulations go to Mark and Rick. At the trophy presentation some wag was heard to call out "The King is dead. Long live the King!" No doubt a number of Victorians are planning a swift end to the Queensland reign...

Macca's winning time of 6.09 was outstanding, the best ever at a Nationals and second best ever for Classic B. Before the race, John and Keith would have taken a super quick 6.15 time any day of the week.

At the end of the event, highly experienced pilot Richard Justic declared "it was the best race he had flown in all Nationals". As any Class B enthusiast will tell you, when all three finalists cross the line with sub seven minute to their names, then it really was an excellent team race.

#### Results of Classic B at the 2007 Albury Nats.

1. Justic/McDermott	3.13.50	3.07.28	6.09.10
2. Hallowell/Baddock	3.11.35	3.10.25	6.15.53
3. Wilson/Smith	3.23.50	3.16.09	6.56.46
4. Pretty/Baker	3.26.25	DNF 0	
5. Wilson/Ellins	3.29.91	3.29.47	
6. Ray/Ray	4.10.90	4.03.06	
7. Smith/Morandini	5.55.43	6.11.50	
8. McDermott/Taylor	6.43.68	DNS	
9. Hunting/Hunting	DNF 0	DNF 37	
CD Alan Lumsden			



*Baddock/Hallowell      McDermott/Justic      Smith/M Wilson*

#### **BENDIX**

Bendix racing was scheduled for the afternoon. Seven teams had entered but only 5 flew as Mark McDermott found Gremlins had vibrated his Nelson loose in the new racer and Tony Bonello and Andrew Heath's model caught fire the day before, putting them out of contention.

Graeme Wilson and Mark Ellins had problems finding the right tune on the N.36. Finally on the last tank of the last heat, Mark had it going like the proverbial train, but by then the horse had bolted. Too late she cried!

They should call themselves the 'Combat Ace Racing Team'. Murray Wilson was piloting for Robert Owen who at last got his Bendix and N.36 to the flying field. It's taken years of promises to finally happen...and was definitely worth waiting for! They qualified second quickest for the final.

Jim and Colin Ray now have the re-trimmed Ray Cote Shoestring flying as it should. Colin was certainly much happier and now has visions of a Fora .36 in the nose...! Their best time of 4.10 put them in the top three.

Trent McDermott had a really good Nats and must have gained heaps of experience by flying in so many events. With John Taylor flicking, they looked like they were enjoying the experience of flying Bendix, even though they finished about 3 laps shy of making the final.

John Hallowell and Keith Baddock had the Nemesis fired up and made FTD with a 3.29. The N.36 was right on song after a re-fit by Henry Nelson just a few weeks prior.

On paper, John and Keith had to muck up to lose as they clearly had the fastest model. So muck up they did...with a too short landing that broke the prop and then some confusion in the pit at the next stop. So Murray and Robert grabbed the opportunity with both hands to claim a well deserved win. If it wasn't for a slow stop, Jim and Colin would have been right in the mix as well.

The Bendix event concluded the control line racing in what has been a highly successful 60<sup>th</sup> Nationals in Albury.



*Baddock/Hallowell Wilson/Justic/Owen C Ray/Pretty/J Ray*

#### Results of Bendix at the 2007 Albury Nats.

1.M.Wilson/R.Owen	3:45.63	dns	7:55.94
2.J.Hallowell/K.Baddock	3:29.06	dns	8:24.94
3.C.Ray/J.Ray	4:21.25	4:10.22	8:50.28
4.T.McDermott/J.Taylor	4:20.72	dnf 55	
5.G.Wilson/M.Ellins	6:27.68	4:34.31	
CD – Ken Hunting			

John Hallowell  
VH 1984

## Combat Diaries 2. The 60th National Championships, Albury.

Phew, the Nats is over - I'm glad the next one is in WA so I don't have to do it again for another couple of years!

I had what I consider to be a very successful 60th Nationals but at times during the run up it felt like a job of work and began to eat into my LOA (Life Outside Aeromodelling) enough to shit me.

I had been looking forward to the event since deciding early in the year that I would make the trip to Albury to compete in Vintage combat. As the club competitions came and went throughout the year and the learning curve steepened I realised that, above all what I wanted from the Nats was to fly reliable planes and GET THROUGH TO THE THIRD ROUND! I had enough 'loss - loss - out' experiences to know that another here would mean an unsuccessful trip.

As I spent the last half of 2006 as a more or less full time stay at home Dad I could not justify great expenditure on my modelling. I therefore had to nurse a couple of elderly PAW engines through the year and hope that they would hold out. What I did have however was time, so ever the optimist a plan was hatched to build spare models to sell to finance the trip.

"Of course I can knock out half a dozen wings during Christmas..." That was my first mistake. If you ever hear me saying things like that in future please break my scalpel fingers!

Then I had a crisis of confidence at our regular club day in early December and decided that my engines were going to let me down. Second mistake was buying two engines on Ebay with the money I was going to get from the planes and not telling my partner before the credit card bill came through... Needless to say the engines did not turn up by the day we were to leave for the Nats.

The last weeks of December were spent building Liquidators IIIs, making lines, wrangling the baby and feeling guilty about the time I wasn't spending with Zoe in the evenings. My new models were still unflown, but that was the least of my worries.

I had arranged a ride to Albury with a club mate and his partner so off we set three up in his Ute and arrive on the Wednesday in time to ease ourselves in the groove by pitting for Ken Maier in Open Combat, a class I knew nothing about and of which I had only heard tales of carnage. Even the fact that the comp had started early and was in full swing didn't dampen my spirits after the initial consternation! I am very grateful to Robert Owen for his 'Open Combat Pitting 101' crash course in bladder filling and to Ken for the exercise I got running round the circle after streamers.

I came away very impressed with this class, while it is certainly a spectacle it turned out to be nowhere near as scary as I had thought. There was no more carnage than in Vintage and two models a bout gives you more to think about but makes things flow better – you can be back in the air much faster if you break a prop in a stack, for example. While I still like the economy of one model per bout it does mean you spend less time flying if you are prone to 'landing' during the proceedings. As my skills improve and I get more competitive I find sitting out the rest of a bout due to a damaged model somewhat less compelling than it once was. Engines for Open need not be special either as surprise, surprise, consistency and reliability are more important to having fun than horsepower or airspeed. Pity there are no comps for these beasts in Victoria.



### My Liquidators

Next day we had decided to get in some test flying after Mark and Ken had flown in Vintage Stunt. I spent the afternoon alternating between flying and cursing my models for not turning and engines for being PAWs. Oh, yes and getting sunburned to within an inch of my life in the true English tradition. Even the soles of my feet felt like I'd

done a few laps over the hot coals with the Yogis! Still, by the evening I was feeling better about the planes and the engines were holding a setting of sorts despite spitting out their venturis mid flight with the predictability of fine Swiss watches. I had also sold all my spare models so all was right with the World. On the way back to the caravan park we stopped at a servo for supplies; which in my case meant gasket seal and fuse wire - those venturis weren't getting loose in the comp.

Sleep was a challenge I had not foreseen. Being tight arses we had gone for the cheapest caravan and not wishing to intrude into Mark and Carol's married life I had the pick of four bunks up the gloomy end of the van. Being not in any way vertically challenged I don't normally get on well with bunk beds but these really were something else, ending at knee length in a wall. Having sat on my chosen bunk only to have a hidden hatch under the mattress collapse through the floor I had retired to a top bunk in the foetal position to lick my wounds. What with the sunburn, the trucks on the Hume over the fence and the temperature I was never so glad to see the sunrise.

Friday morning saw us at the field early, armed with a steely resolve and sights set on the modest goal of 'loss - win - loss' or a similar combination resulting in a place in the nirvana that is The Third Round.

Well, I got there - we all did, Mark, Ken, Tony and I. I even got to fly six bouts and made the fly-off for third place. I was deliriously happy with fourth, it was a big field!

Lessons learned at my first Nats? Preparation pays, even if it is slightly last minute. My planes flew well - not the best but up there and they looked pretty. My old engines are slow but they started when required and didn't miss a beat thanks to the setting up and fault finding the day before and of course skilled pitting by Ken and Mark. Most of all though I had a chance to fly lots and that really helped. I discovered the importance of controlling the centre circle and not being intimidated into making mistakes. I found that a model with turn and line tension overhead is a joy to fly; and that you can get out of line tangles without crashing. I took cuts; even in the bouts I lost - so it is possible! Also nylon props are not what they used to be and a broken prop will loose you a bout in Vintage where airtime is critical - ask me how I know.

Highlights included winning some bouts and the three fly-offs between Ken Maier and Steve Rothwell flying identical models with a very similar aggressive style. Far out! Low points were seeing Murray Wilson's model land while mine was still airborne - only to have him relaunch with an even better engine run! Yes, and that broken prop.

I have blocked the Hell trip back to Melbourne from my mind. Next time I will travel in air-conditioned luxury and stay in a classy joint. My lovely new engines have arrived and my relationship councillor says I can begin building again in a year or so.

I would like to thank the organisers, pilots and my pit crew for making my Nats such a thrilling experience. See you in the circle - and watch out for the elbows!

*The Emigree*



*The Open Combat line up.*



*Murray Wilson is seen here with his pit crew after winning F2D.*



*Murray Wilson battles it out with Ryan Comisky Jr in F2D*

## Contact

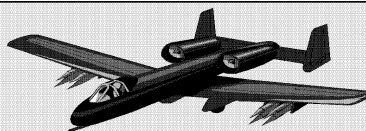
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*Engine Reconditioning Specialists*



# CONTEST RESULTS



Contest results for Monty Tyrrell Vintage Combat Day held on the 26 November 2006

1 <sup>st</sup> Ken Maier	WWLWW	Ironmonger	PAW .19
2 <sup>nd</sup> Tony Caselli	WWWLL	Ironmonger	ST G20/15D
3 <sup>rd</sup> Peter Lucas	LL	Warlord	PAW 2.5 SBR
= 3 <sup>rd</sup> Mat Shears	LL	Yeti	PAW .19

A small turnout of combat flyers on the day with people saving their best models for the Nationals. There were southerly wind gusts blowing models around the sky and across the circle. Flying was generally uneventful but there were all the dramas of engines not starting, poor tunes and poorly trimmed models. The final bout between Tony Caselli and Ken Maier ended in a loud bang after Ken bellcranked Tony following another very close head-on scrape a lap or two earlier.

## Combined Speed held at Frankston 17/12/06

Pos	Name	Class	Engine	Flight 1	Flight 2	Flight 3	Fastest	Km/h	%
1	R Hiern	FAI	Profi/ IRVINE	12.98	13.42	D.N.S	12.98	277.35	95.07%
2	R Hiern	Class 1	OS 12	15.22	D.N.Start	D.N.Start	15.22	236.53	94.09%
3	N Wake	Class 5	Novarossi 21	15.07	D.N.Start	dns	15.07	238.89	93.03%
4	N Wake	Class 1	OS 11PS/NOVA	17.64	16.67	16.44	16.44	218.98	87.10%
5	V Marquet	Vintage Proto	OS 25 LA		48.88	NEL	48.88	118.53	73.65%
6	S.Reeve	Simple Speed	OS 25-LA	27.90	25.90	25.50	25.50	141.18	70.58%
7	N Wake	Vintage Proto	FROG 500	N.E.Laps	52.00		52.00	111.42	69.23%
8	V Marquet	Class 1	ASP 11	27.50	23.35	22.21	22.21	162.09	64.48%
9	R Hiern	1/2A	AME .049	N.E.Laps	N.E.Laps	18.67	18.67	77.58	42.96%
10	D.Shackleford	1/2A	AME .049	26.00	DNF	36.90	26.00	55.71	30.85%
11	R Hiern	Class 2	Novarossi 21	D.N.S					0.00%

REASON FOR LOW APARENT RESULTS IN .049 CLASS IS THAT WE HAVE CHANGED LINE LENGTH FROM - 6 LAPS = 1/4 MILE ON 35FEET LINES TO 10 LAPS =1/2 MILE TO BRING IN LINE WITH USA AND KEEP ROTATION SPEED DOWN, SO REAL RESULTS ARE TWICE THAT IN PERCENTAGE TERMS, WE WILL UPDATE RECORD BASE FOR NEXT COMP.

DAVID SHACKLEFORDS MODEL WAS A PROFILE ON "MONOLINE"...

.049 IS ONLY A LOCAL CLASS ORIGINATING IN S.A...

WE CONTINUE TO HAVE OUR LOCAL SPEED COMPS HAVING "FUN" WE HAD 9 COMPS IN THE LAST 12 MONTHS WITH NO CANCELSATIONS, IN FACT SPEED IS THE MOST FLOWN EVENT HELD IN VICTORIA IN C/LIN, HARD TO BELIEVE, SO SPEED IS NOT DEAD DESPITE THE COMMON VIEW OR WISH!!

THE KEY IS TO JUST GET THE MODELS THAT ARE AROUND AND FLY THEM .....

ROBIN.....



**Knox Model Aircraft Club**  
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The *Hearns Trophy Stunt Competition* first began in 1947 and is the oldest C/L Stunt event in Australia...

KMAC will host the *Hearns Trophy FAI Stunt Competition* and invites all interested competitors and visitors to come to our Control Line flying field and enjoy a great spectacle of precision aerobatics flying and a friendly atmosphere.

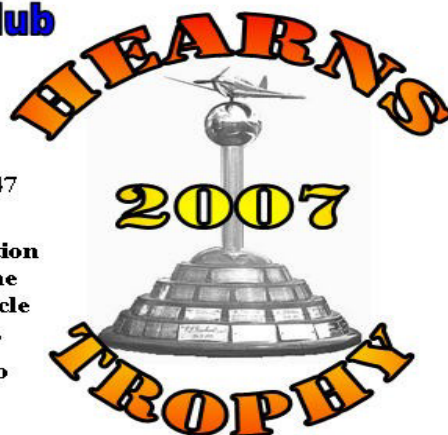
Competition entry fee is \$5 and prizes will be awarded to the first 3 place-getters.

There will also be a Sausage Sizzle BBQ lunch and soft-drinks available at a nominal cost.

The KMAC field is located off Stud Rd., Scoresby, opposite Caribbean Gardens... (Melway 72 K9)

Enquiries: Peter O'Keeffe (03) 9753-3442  
Email: [kmac@aanet.com.au](mailto:kmac@aanet.com.au)

**Sunday February 25th at 10am sharp!**



## F2B Expert top 3

Paul Turner    Reg Towell    Joe Parisi



Doug Grinham with his latest model designed by Brian Eather.

Ryan Comiskey(L) and Trent McDermott(R) flying in junior combat.



Greg Pretty reaches over Colin Ray and Graeme Wilson in the Class 2 T/R final.



The winning open combat crew. Pilot Ian Amaira (Centre) and pit men Kieth Baddock (L) and Robert Owen(R)



Paul Steins Dimpled Dumpling that won Vintage A Team Race.



Left picture. Piloting in F2C as it should be done by Hugh Simons, Graeme Wilson and Rob Fitzgerald.

# For Sale

The latest "for sale" advertisements will be available in the printed version of this newsletter



F2C model,  
2002 jim Mazniak engine, Mazniak tank/valve,  
Ivanko (Ukraine) carbon fuselage and balsa wing,  
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Unfortunately I will have to announce a price increase for my **first pressing pure castor oil**.  
The price is now \$38 per 5 lts including container effective immediately.

Std Postage in Victoria is \$7 inclusive of packaging.  
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Plans or copies of :-  
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AEROFlyTE - VALIANT (early version high fin)  
VERON - PANTHER 41" SPAN EARLY 50'S  
SIG - AKROBAT 51" SPAN  
JASCO - TRACER  
AEROFlyTE - STUNT MASTER (MID 50'S)  
Contact Howard Bebbington, 518 Port Hacking Rd,  
Caringbah, NSW, 2229,  
Australia. 02 95247339.

Enya 19 PB good condition or new.  
Contact Mark Usher in evenings on (03) 9740 2531

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**MASA Control Line State Championships 2007**  
**To be held In Monarto , South Australia.**  
**Hosted by Adelaide Model Aerosport**  
**9 – 12 March 2007**  
**Bulletin 1**

***Program of Events:***

	<b>Fri 9<sup>th</sup></b>	<b>Sat 10<sup>th</sup></b>	<b>Sun 11<sup>st</sup></b>	<b>Mon 12<sup>th</sup></b>
9am-1pm	Open Practice	(G) F2B (G)Novice F2B (H) F2C round 1 & 2 (H) F2A round 1 (H) F2F round 1 & 2	(G) F2B (G) Vintage Stunt (H) F2C round 3,4 & Final (H) F2A round 2 & 3 (H) F2F round 3 & Final	(E) F2B (E) Classic Stunt (E) F2D (E) Vintage Combat
2pm-6pm	Open Practice	(G) Vintage A T/R (G) Classic B T/R	(H) Goodyear (H) Combined Speed	

***Flying Site:***

(H)(G) *Adelaide Model Aerosport, Monarto:*

Located on the Princess Highway, 6km on the right travelling towards Adelaide from Murray Bridge.

(E) *Echunga Oval*

Refer site map - copies on request or available at Adelaide Model Aerosport from 10<sup>th</sup> March.

***Conditions:***

1. All entrants to be current MAAA or FAI affiliated organisation members and Licences will need to be produced at the event.
2. Programmed events will be run as per current MAAA rules book.
3. Junior competitors as per specified MAAA age requirements.

***Accommodation:***

Princes Highway Caravan Park: 313 Old Adelaide Road, Murray Bridge. (08) 8532 2860 <a href="http://www.murray-river.net/princes">www.murray-river.net/princes</a>	Murray Bridge Visitor Centre: 3 South Terrace, Murray Bridge. (08) 8539 1142 <a href="mailto:mbvc@rcmb.sa.gov.au">mbvc@rcmb.sa.gov.au</a>	Oval Motel & Caravan Park: 4 LeMessurier Street, Murray Bridge, (08) 8532 2388 <a href="mailto:ovalmotel@lm.net.au">ovalmotel@lm.net.au</a>	Murray Bridge Motor Lodge 212 Adelaide Road Murray Bridge. (08) 8532 1144 <a href="mailto:mbmotorlodge@lm.net.au">mbmotorlodge@lm.net.au</a>
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***For more information contact:***

Rob Fitzgerald  
35 Main Street,  
Eastwood, 5063  
South Australia  
Ph: (08) 8271 2889  
Email: [rfitzgerald@cssp.biz](mailto:rfitzgerald@cssp.biz)

# MASA Control Line State Championships 2007

## Entry Form

**Entrant:**

Surname: \_\_\_\_\_ Given Name: \_\_\_\_\_

FAI Number: \_\_\_\_\_ Address: \_\_\_\_\_

Phone: (    ) \_\_\_\_\_

Email: \_\_\_\_\_

**Events:**

Team Member

F2A	SPEED	_____	
F2B	AEROBATICS	_____	
F2B	NOVICE AEROBATICS	_____	
F2C	TEAM RACE	_____	
F2D	COMBAT	_____	
F2F	TEAM RACE	_____	
	VINTAGE STUNT	_____	
	CLASSIC STUNT	_____	
	VINTAGE A TEAM RACE	_____	
	CLASSIC B TEAM RACE	_____	
	GOODYEAR	_____	
	VINTAGE COMBAT	_____	
	\$\$\$ COMBINED SPEED	_____	Classes: _____
		_____	
		_____	

**Fees:**

Senior: 1 Event	\$ 10.00	per Team Member per Team Event
2 Events	\$ 19.00	
3 Events	\$ 27.00	
4 Events	\$ 34.00	
5+ Events	\$ 40.00	

Junior: Per Event \$ 2.00

**\$\$\$ Combined Speed:**

There is an entry fee of \$2.00 for each additional class entered after the initial entry.

**Total Payable:**

Senior Nomination	\$	10.00
Event Fees	\$	_____
Total	\$	

Cheques payable to: Adelaide Model Aerosport Inc.

Signed: \_\_\_\_\_

**Post to:**Rob Fitzgerald  
35 Main Street, Eastwood,  
South Australia. 5063

# Alteration to the Australian Team Selection Method for 2008 Control Line World Championships

## WA Nationals to be included in the trials.

Since the approval of the multi trial team selection process by MAAA in November, a number of things have happened. We have been advised that Queensland will not be holding any control line state championships in 2007. The exact dates of the SA State Championships have only recently been confirmed, raising the prospect that people not advised through the speedier unofficial channels may not be able to arrange time to compete in SA. This has raised concern that there is inadequate opportunity for people to gain qualification points towards a team spot.

In recent weeks, WA have formally confirmed that the 61<sup>st</sup> Nationals will be held in Perth between 29 December 2007 and 4 January 2008 and that the four relevant F2 classes will be offered. In view of these developments, MAAA Executive has added the Nationals to the team selection trials. The trials will be as follows.

SA State Champs (F2A, F2B F2C F2D)	Monarto/Echunga	9 to 12 March 2007
Vic State Champs (F2A F2B F2C F2D)	Melbourne	6 to 8 April 2007
NSW State Champs (F2A F2B F2C F2D)	Sydney	9 to 11 June 2007
WA State Champs (F2C only)	Perth	29/6/07 to 1/7/07
61 <sup>st</sup> Nationals (F2A F2B F2C F2D)	Perth	29/12/07 to 4/1/08

\*FAI events will be held over these dates. Other events are scheduled for 9/4/07

This brings about a change in the method of scoring, which now reverts to the original proposed for a Nationals and State Championships combination.

The revised method of scoring and selection is attached.

MARIS DISLERS

Control Line sub-committee chairman.

## Revised Control Line Team Selection Method for 2008 World Championships.

### F2A Speed F2B Aerobatics F2C Team Racing F2D Combat

Team members for the 2008 World Championships shall be selected in the order determined by the aggregate of points obtained through participation in qualifying events at up to three competitions nominated as team trials, these being **any State Championships held during 2007 and the 61<sup>st</sup> National Championships**.

Where a competitor gains points in more than three qualifying events, the three most favourable point scores only will be aggregated.

Final ranking is determined by descending order of each competitor's qualifying scores in a given competition class.

In F2C Team Racing, a competitor is considered to be the team comprising two individuals (pilot and mechanic). Should a different individual replace either pilot or mechanic during the course of the qualifying period, that new pairing will be considered to be a new competitor.

## Allocation of Points – F2A and F2B

The winner of a State Championship event shall be given 500 points, while the winner of a National Championship event shall be given 1000 points. The other competitors shall be awarded points in the ratio:-

**F2A**      $\frac{\text{Competitor's Fastest Speed}}{\text{Winner's Fastest Speed}} \times 500$  (or 1000 as the case may be)

**F2B**      $\frac{\text{Competitor's Score}}{\text{Winner's Score}} \times 500$  (or 1000 as the case may be)

Competitor's or Winner's Score = The calculated judges' marks multiplied by the appropriate coefficients, used to determine that person's placing in the particular qualifying event.

In the event of a tie in points for a team position, preference will be given to the competitor with:-

**F2A** The fastest speed recorded at any of the competitor's three qualifying events. Should the tie not be resolved, the second fastest speed will be considered and so on.

**F2B** The highest points ratio (competitor versus winner), expressed as a percentage, achieved at any of the competitor's qualifying events. Should the tie not be resolved, the second highest ratio will be considered and so on.

## Allocation of points - F2C

Points will be awarded to competitors using the formula:

**Points =  $\frac{(\text{Lowest Competitor Score}) \times \text{Base Points} + \text{Bonus Points}}{\text{Competitor Score}}$**

**'Base Points'** = 1000 for State Championshipss, or 1025 for National Champs

**'Bonus Points'** = 5 points multiples by the number of competitors that have recorded a 'Race Score' at each qualifying event.

**'Race Score'** = A competitor's time recorded in seconds to complete a 100 lap heat or semi-final race.

**'Competitor Score'** = Addition of the competitor's best 2 'Race Scores' at each qualifying event.

**'Lowest Competitor Score'** = The Competitor Score with the lowest value at each qualifying event.

At the qualifying competition the competitors must nominate to be included in the team qualification calculation. 2 timekeepers are to be used for each competitor for every qualifying race.

Competition organisers should simulate WC conditions as best as possible. This includes model processing and 3 up racing.

In the event of a tie in points for a team position, preference will be given to the competitor with the lowest Race Score (fastest heat or semi-final race time) in a qualifying event. Should the tie not be resolved, the second lowest Race Score will be considered and so on.

## Allocation of points - F2D

Points will be awarded to competitors using the formula:

**1<sup>st</sup> Place = N points**

**2<sup>nd</sup> Place = (N-1) points**

**3<sup>rd</sup> Place = (N-2) points and so on...**

Where "N" is the number of competitors in that qualifying event to have flown at least one bout.

If two or more competitors have equal placing in a qualifying event, each will receive the same points, in accordance with the formula, for that place.

In the event of a tie in points for a team position, preference will be given to the competitor with the highest point score in a qualifying event. Should the tie not be resolved, the second highest point score will be considered and so on.

## AUSTRALIAN CONTROL LINE NEWS

If undeliverable return to:-

G. WILSON

P. O. BOX 298

SEAFORD VIC 3198

**SURFACE  
MAIL**

# 2007 Hunter Valley Championships

On the 3<sup>rd</sup> and 4<sup>th</sup> March 2007

At Mitchell Hill Fields Muswellbrook

### Flying Programme

<b>Control Line</b> <i>Speed Circle</i>	<b>SATURDAY the 3<sup>rd</sup> of March</b> <i>Racing Circle</i>	<i>Stunt</i>
12noon FAI Combat 11am	9am Vintage ½ A Team Race Vintage A Team Race	1pm Classic Stunt
<b>Control Line</b> <i>Speed Circle</i>	<b>SUNDAY the 4<sup>th</sup> of March</b> <i>Racing Circle</i>	<i>Stunt</i>
9am-3pm <i>Combined Speed</i>	9am Junior Simple Rat 2.5cc Slow Combat	9am Aerobatics

Entry Fees:

### No Administration Charge

Junior - \$5.00 per event (Maximum Payable \$20.00)

Junior Simple Rat Race \$2.00

Senior - \$10.00 per event (Maximum Payable \$40.00)

Team Events - \$10.00 per Snr Person, \$5.00 per Jnr Person

For all events the CD will take entry fees on the day prior to Commencement of competition

For weather enquiries on the weekend please phone, 0407 065 616 (Grant)

All Inquiries To:

Grant Potter

21 Kingdon Street

Scone 2337

Ph 02 6545 3012

Fax 02 6545 9341

Email [potters.engineering@hunterlink.net.au](mailto:potters.engineering@hunterlink.net.au)